REMARKS

A Substitute Specification and Abstract is submitted herewith to place the case in better English form and to better conform to the amended language of the claims. The Substitute Specification and Abstract contains no new matter. In order that the examiner can satisfy himself in this regard, also submitted herewith is a marked-up copy of the original Specification and Abstract from which the Substitute Specification and Abstract was typed.

With regard to the amendments to claim 1, the definition of travel data finds corresponding description at page 10, lines 14-27 and the amended definition of the travel environment data finds corresponding description at page 8, lines 5 and 6 and at page 11, lines 2 and 22. That the candidate traveling speed patterns are based only on the travel data stored in the traveling information storing means is explained at page 20, line 26 to page 21, line 4 of applicants' specification. With regard to the amended language clarifying the fact that one candidate traveling speed pattern is extracted from among the plural generated candidate traveling speed patterns, on the basis of a match with current travel environment data, is explained at page 13, lines 28-33 and at page 14, line 30 to page 15, line 16.

The corresponding amendments to claim 6 find corresponding description as explained here with regard to claim 1.
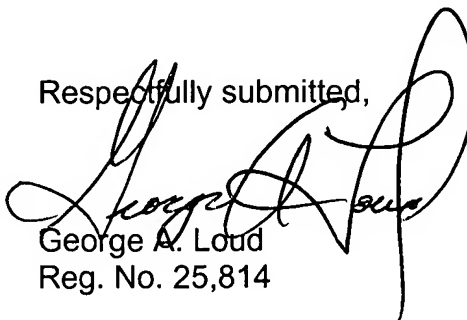
The rejection of claim 6 for indefiniteness is believed to be moot in light of the present amendments which delete the objectionable language "such as".

The rejection of claims 1-6 for anticipation by Kuroda et al is traversed on the basis of the present amendments. As defined by claims 1 and 6, and by the other pending claims which depend from claim 1, the estimated traveling speed pattern which is output for a route to be followed represents one such pattern extracted from a plural number of such patterns on the basis of a match with current travel environment data. The system of Kuroda et al works quite differently. In Kuroda et al a single vehicle speed pattern is generated for a given stretch of road. In Kuroda et al in step S2 the current road conditions are sensed by a sensor 34B and the driving pattern is predicted (step S4) on the basis of the currently sensed road conditions (step S2) and the read history (step S3). Where the current road condition changes (YES in step S9) the control routine returns to step S3 and a new vehicle speed pattern is predicted (step S4).

A second distinction between the invention as defined by the pending claims and the system of Kuroda et al is that the present system predicts the plural traveling speed patterns on the basis of only the travel data. In the present invention the travel environment data is used for the purpose of extracting (selecting) one of the candidate patterns from among the plural generated candidate patterns. In contradistinction, the system of Kuroda et al generates the vehicle speed pattern on the basis of both the road conditions and the driving history.

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In conclusion, it is respectfully requested that the examiner reconsider the rejections of record with a view toward allowance of the claims as amended.

Respectfully submitted,

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